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Trip Kit Index

Airport Information For UMGG

Terminal Charts For UMGG

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Homiel Blr
IATA Code: GME
Lat/Long: N52° 31.6' E031° 01.0'
Elevation: 471 ft

Airport Use: Public
Magnetic Variation: 7.6°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0607 Z
Sunset: 1350 Z,

Runway Information

Runway: 10
Length x Width: 8428 ft x 141 ft
Surface Type: asphalt
TDZ-Elev: 461 ft
Lighting: Edge, ALS

Runway: 28
Length x Width: 8428 ft x 141 ft
Surface Type: asphalt
TDZ-Elev: 468 ft
Lighting: Edge, ALS

Communication Information

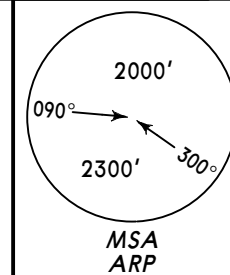
ATIS 124.475 Non-English
ATIS 119.55
Homiel Tower 118.1
Homiel Approach Control 126.1 VHF-DF

ATIS
119.55
(Russian 124.47)

Apt Elev
471'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2969')

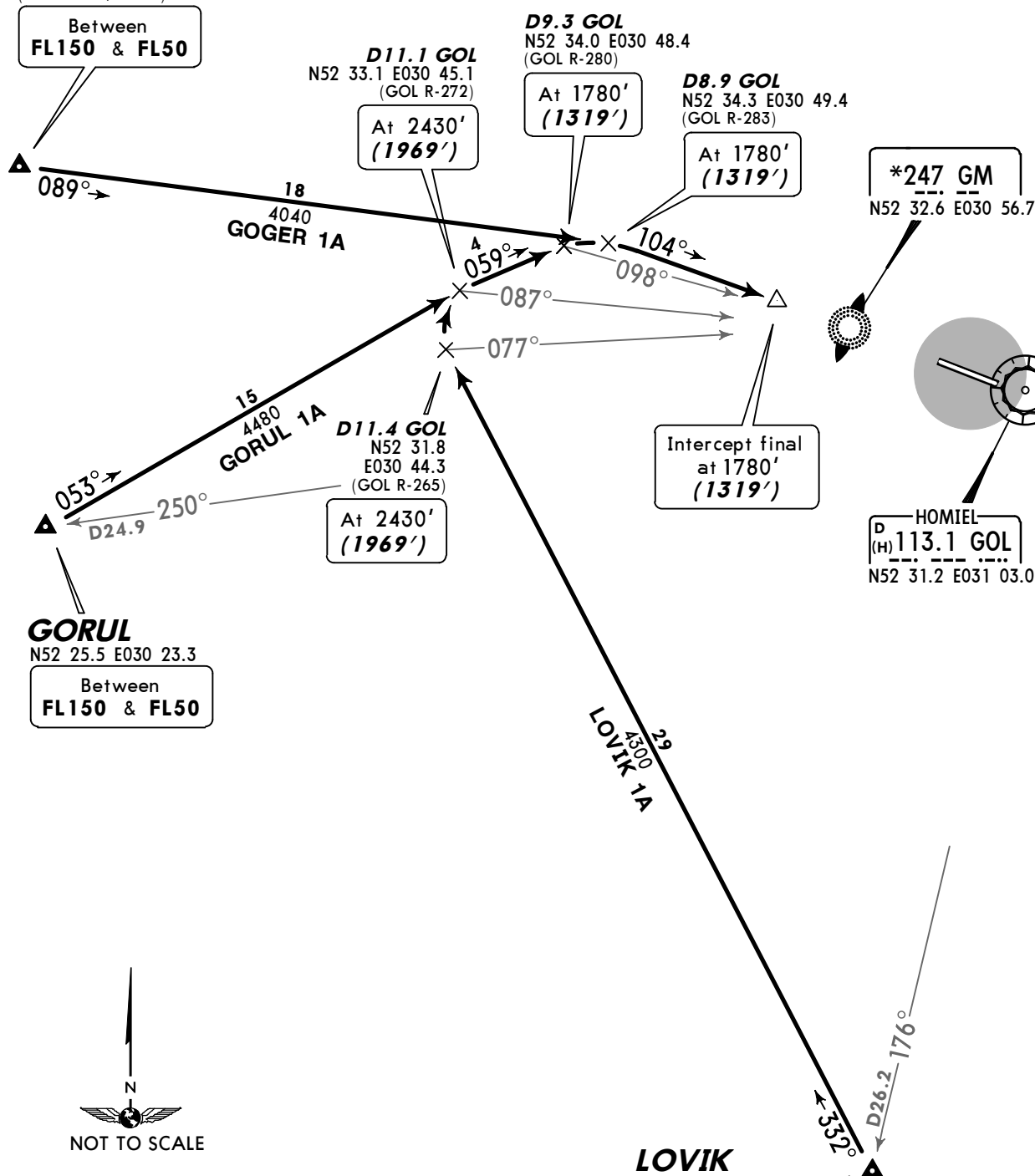
GOGER 1A [GOG1A]
GORUL 1A [GOR1A]
LOVIK 1A [LOV1A]
RWY 10 ARRIVALS



GOGER

N52 36.3 E030 19.3
(GOL R-274/D27.2)

Between
FL150 & FL50



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3430'	(2969' - 900m)
2430'	(1969' - 600m)
1780'	(1319' - 400m)

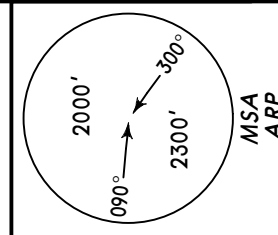
LOVIK
N52 05.0 E031 00.9
Between
FL150 & FL50

ATIS
119.55
(Russian 124.47)

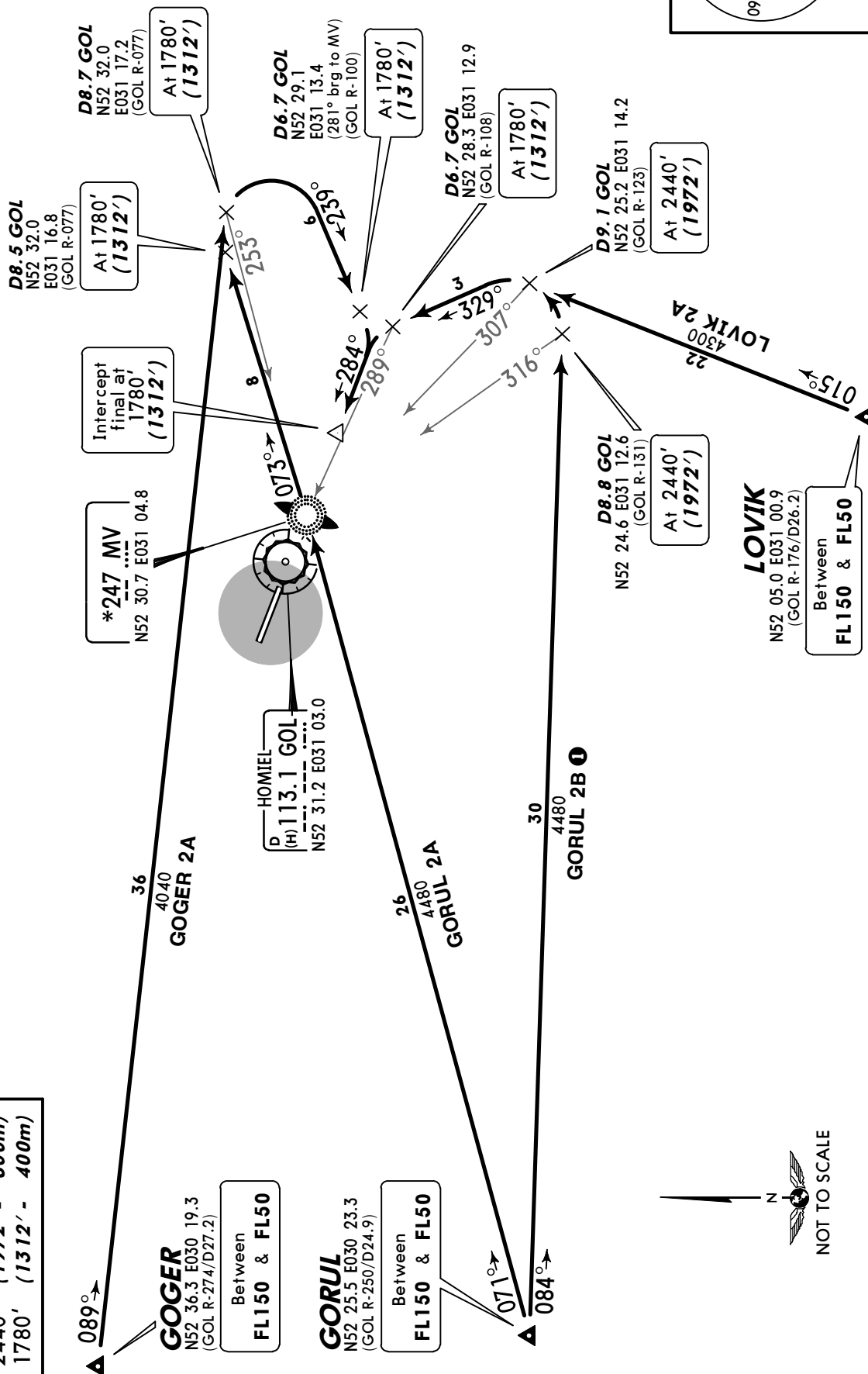
Apt Elev
471'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2962')

GOGER 2A [GOG2A], GORUL 2A [GORU2A]
GORUL 2B [GORU2B] ①, LOVIK 2A [LOVI2A]
RWY 28 ARRIVALS



① By ATC.

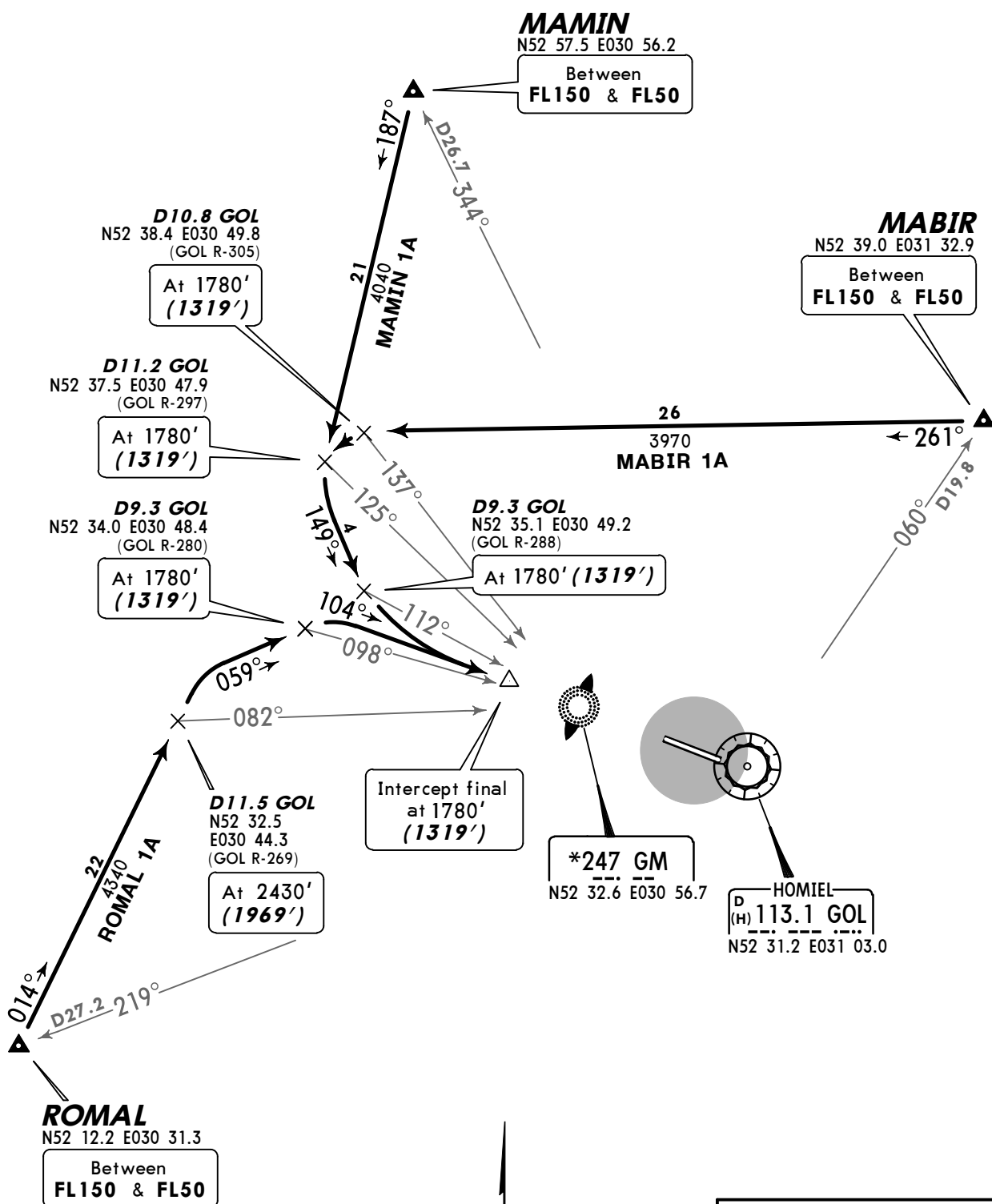
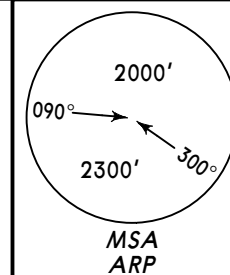


ATIS
119.55
(Russian 124.47)

Apt Elev
471'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2969')

MABIR 1A [MABI1A]
MAMIN 1A [MAMI1A]
ROMAL 1A [ROMA1A]
RWY 10 ARRIVALS



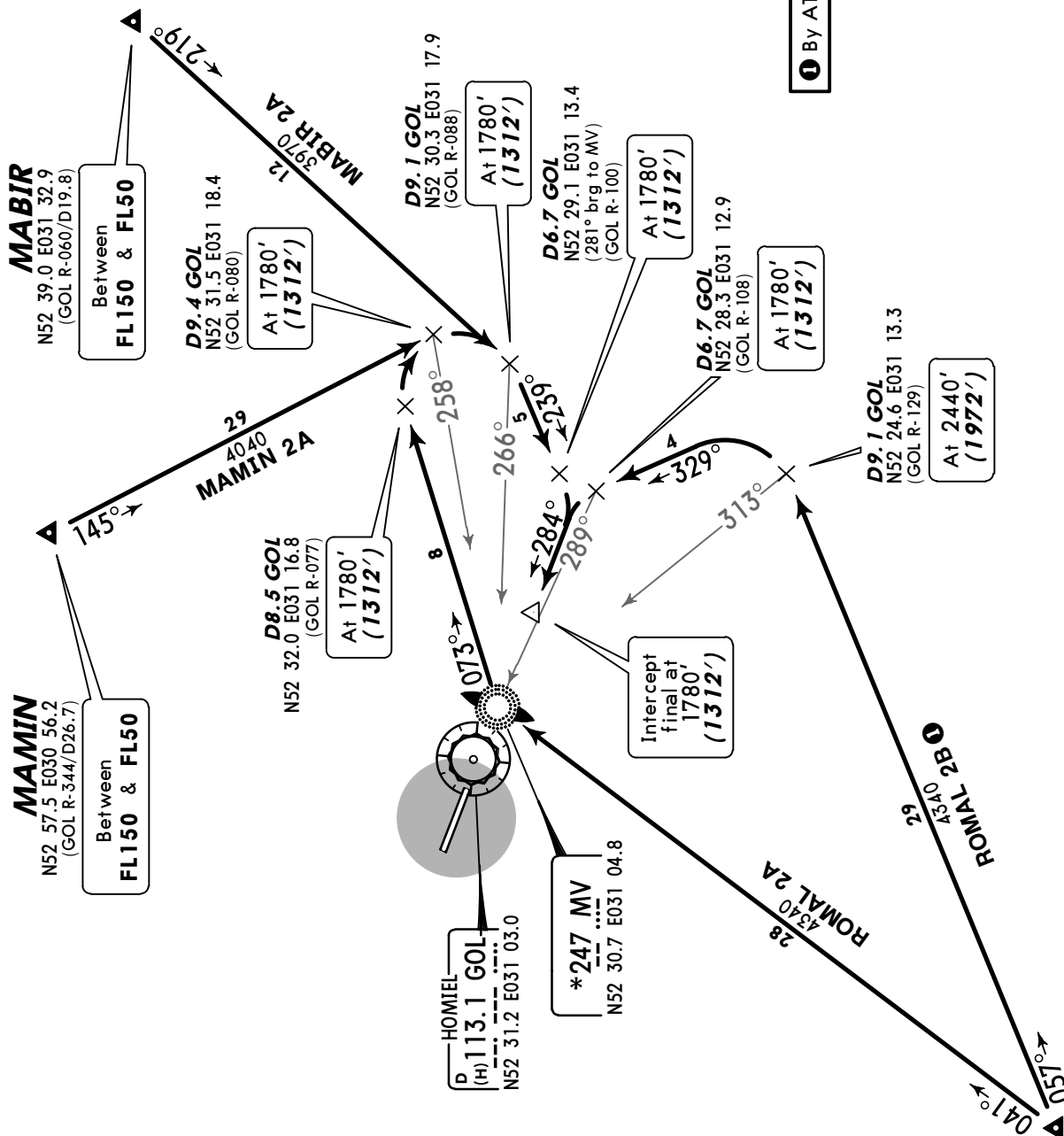
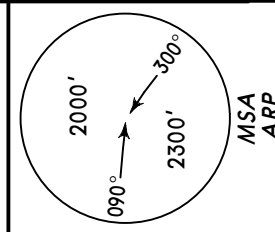
ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3430'	(2969' -	900m)
2430'	(1969' -	600m)
1780'	(1319' -	400m)

ATIS
119.55
(Russian 124.47)

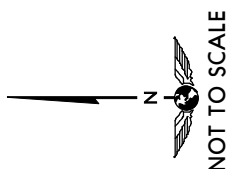
Apt Elev
471'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2962')

MABIR 2A [MABI2A], MAMIN 2A [MAMI2A]
ROMAL 2A [ROMA2A], ROMAL 2B [ROMA2B] ①
RWY 28 ARRIVALS

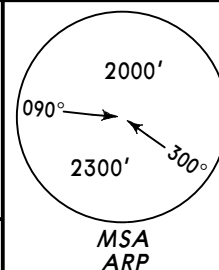


ALT/HEIGHT CONVERSION	(QFE)
QNH	
3430'	(2962' - 900m)
2440'	(1972' - 600m)
1780'	(1312' - 400m)



Apt Elev
471'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2969')
Take-off should be carried out according to noise abatement
procedures and flights should be conducted in accordance
with aircraft Flight Manual.

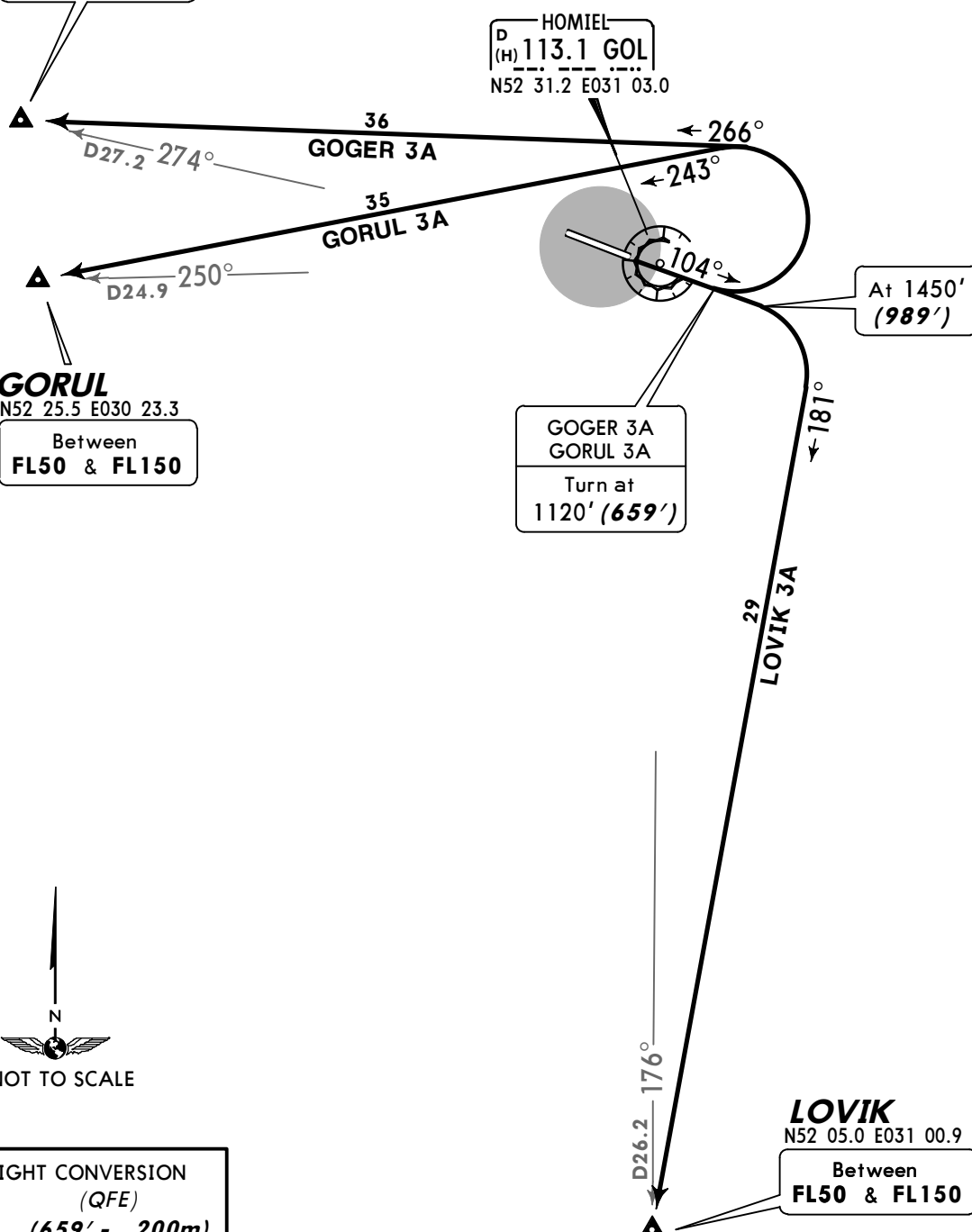


Goger 3A [GOG3A]
GORUL 3A [GOR3A]
LOVIK 3A [LOV3A]
RWY 10 DEPARTURES

Goger

N52 36.3 E030 19.3

Between
FL50 & FL150



GORUL

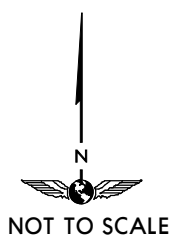
N52 25.5 E030 23.3

Between
FL50 & FL150

LOVIK

N52 05.0 E031 00.9

Between
FL50 & FL150

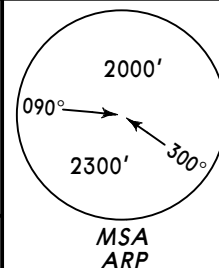


ALT/HEIGHT CONVERSION

QNH	(QFE)
1120'	(659' - 200m)
1450'	(989' - 300m)
3430'	(2969' - 900m)

Apt Elev
471'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2962')
Take-off should be carried out according to noise abatement
procedures and flights should be conducted in accordance
with aircraft Flight Manual.



GOGER 4A [GOG4A], GORUL 4A [GORU4A]
LOVIK 4A [LOVI4A], LOVIK 4B [LOVI4B] ①
RWY 28 DEPARTURES

GOGER
N52 36.3 E030 19.3
(GOL R-274/D27.2)

Between
FL50 & FL150

① By ATC.

GORUL
N52 25.5 E030 23.3
(GOL R-250/D24.9)

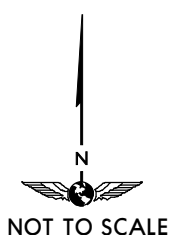
Between
FL50 & FL150

D13.6 GOL
N52 27.7 E030 41.6
At or above
FL50

HOMIEL
D(H) 113.1 GOL
N52 31.2 E031 03.0

LOVIK
N52 05.0 E031 00.9
(GOL R-176/D26.2)

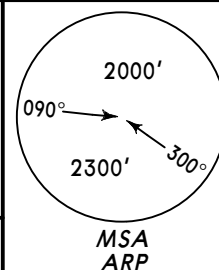
Between
FL50 & FL150



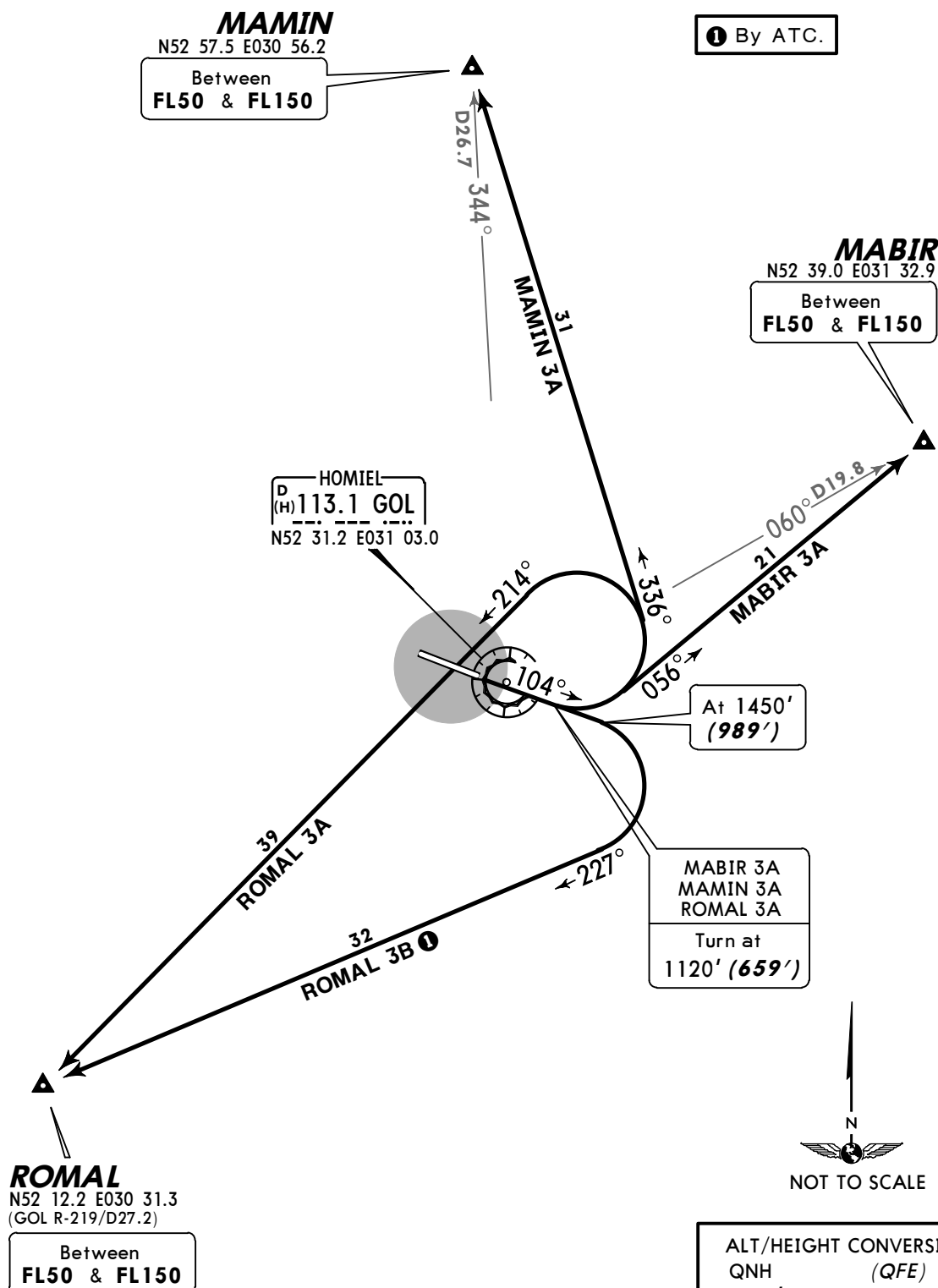
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1130'	(662' - 200m)
3430'	(2962' - 900m)

Apt Elev
471'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2969')
Take-off should be carried out according to noise abatement
procedures and flights should be conducted in accordance
with aircraft Flight Manual.



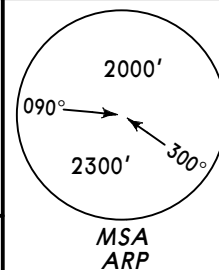
**MABIR 3A [MABI3A], MAMIN 3A [MAMI3A]
ROMAL 3A [ROMA3A], ROMAL 3B [ROMA3B]①
RWY 10 DEPARTURES**



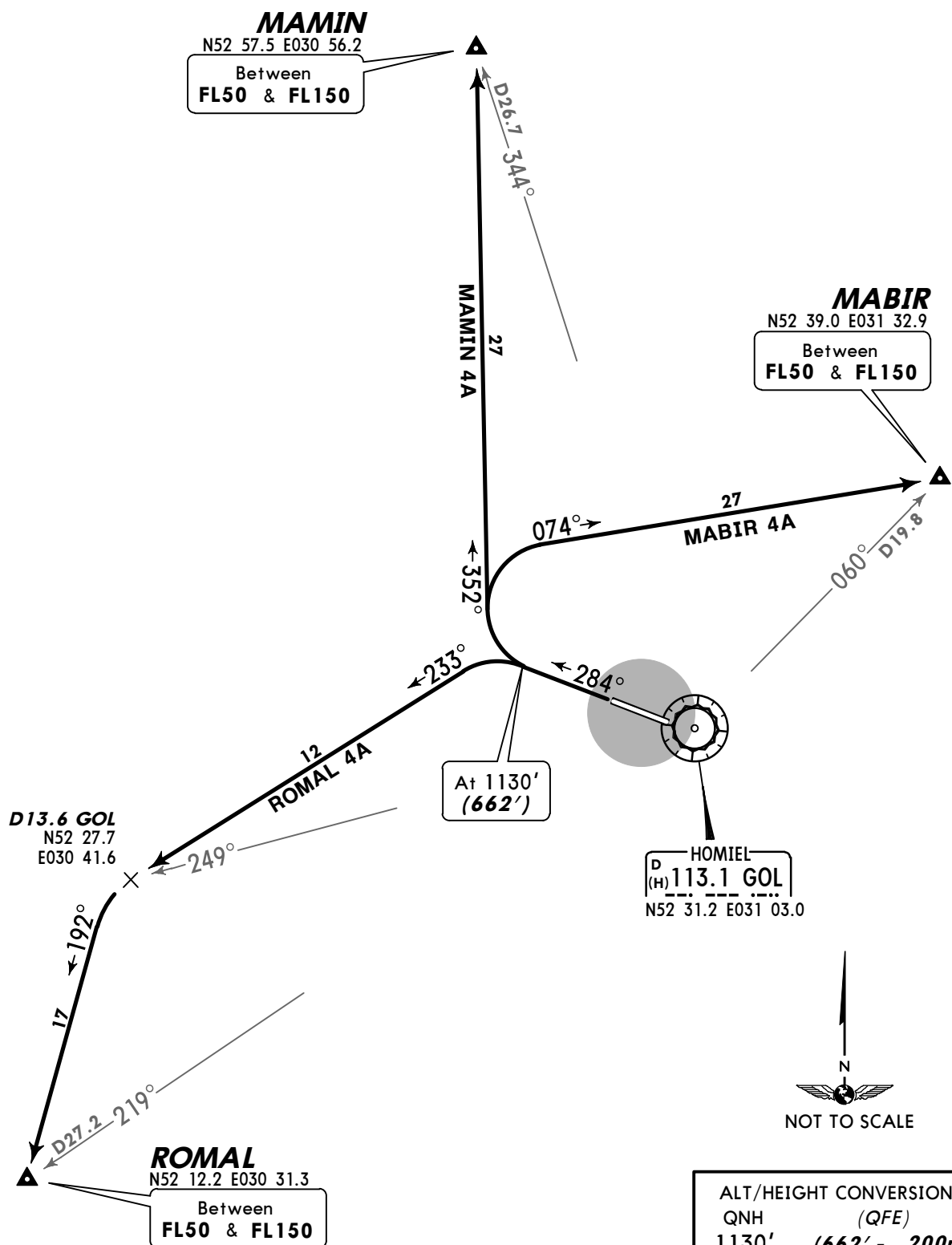
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1120'	(659' - 200m)
1450'	(989' - 300m)
3430'	(2969' - 900m)

Apt Elev
471'

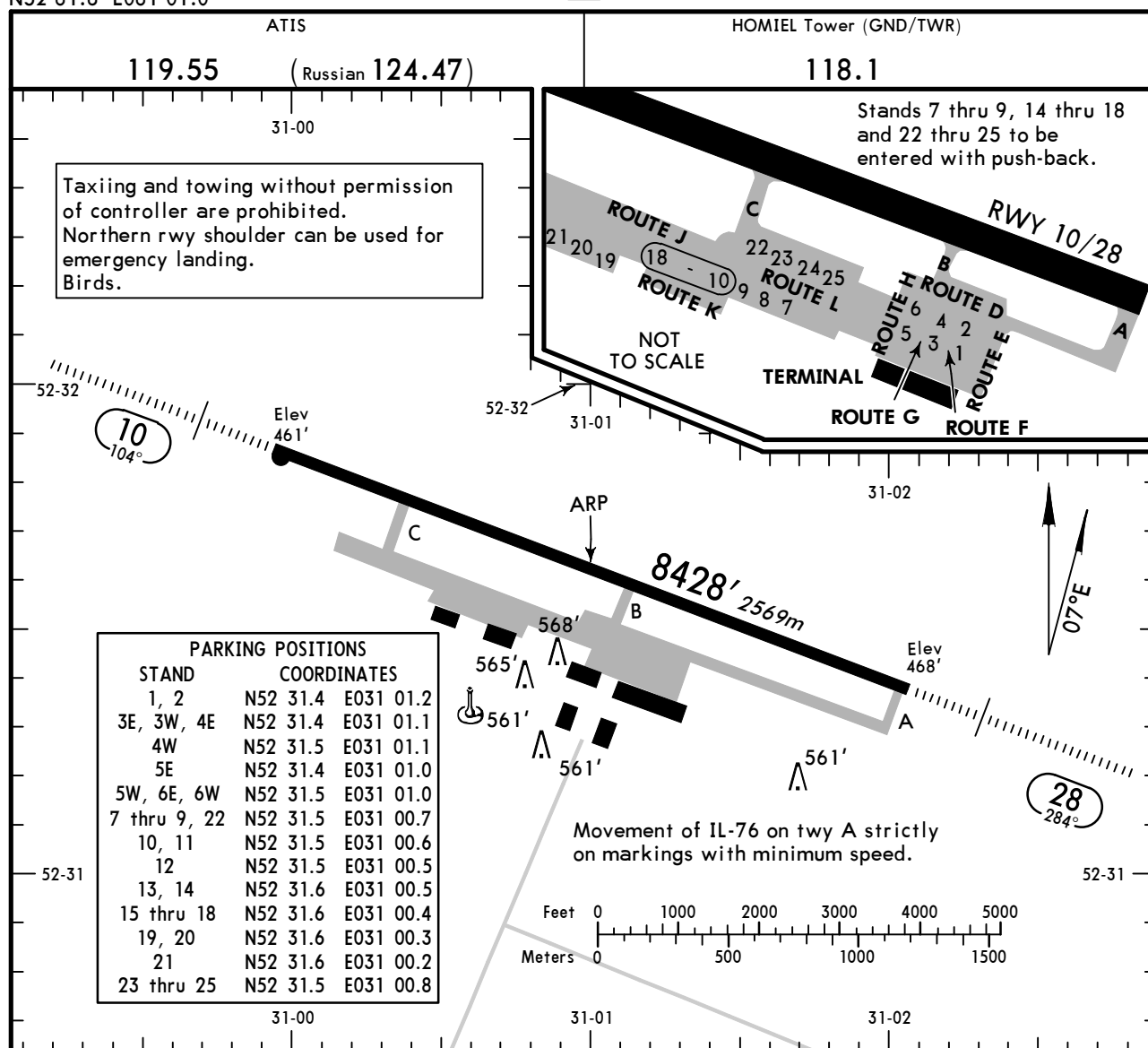
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3430' (2962')
Take-off should be carried out according to noise abatement
procedures and flights should be conducted in accordance
with aircraft Flight Manual.



**MABIR 4A [MABI4A]
MAMIN 4A [MAMI4A]
ROMAL 4A [ROMA4A]
RWY 28 DEPARTURES**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1130'	(662' - 200m)
3430'	(2962' - 900m)



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
10	HIRL (60m) HIALS PAPI-L (angle 2.67°) RVR					7334' 2235m		141'
28						7456' 2273m		

TAKE-OFF

AIR CARRIER (JAA)
All Rws

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
10	ILS	661'(200')	661'(200')	661'(200')	661'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	820'(359')	820'(359')	820'(359')	820'(359')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶❸	820'(359')	820'(359')	820'(359')	820'(359')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
28	ILS	668'(200')	668'(200')	668'(200')	668'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	820'(352')	820'(352')	820'(352')	820'(352')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶❸	820'(352')	820'(352')	820'(352')	820'(352')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT ❶
	880'(409')	980'(509')	1080'(609')	1180'(709')
	ceil280m- V1600m	ceil280m- V2500m	ceil330m- V3000m	ceil330m- V4000m

❶ Widebodied ACFT: MDA(H) 1460'(989'), CEIL 400m, VIS 5000m.

TAKE-OFF RWY 10, 28			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

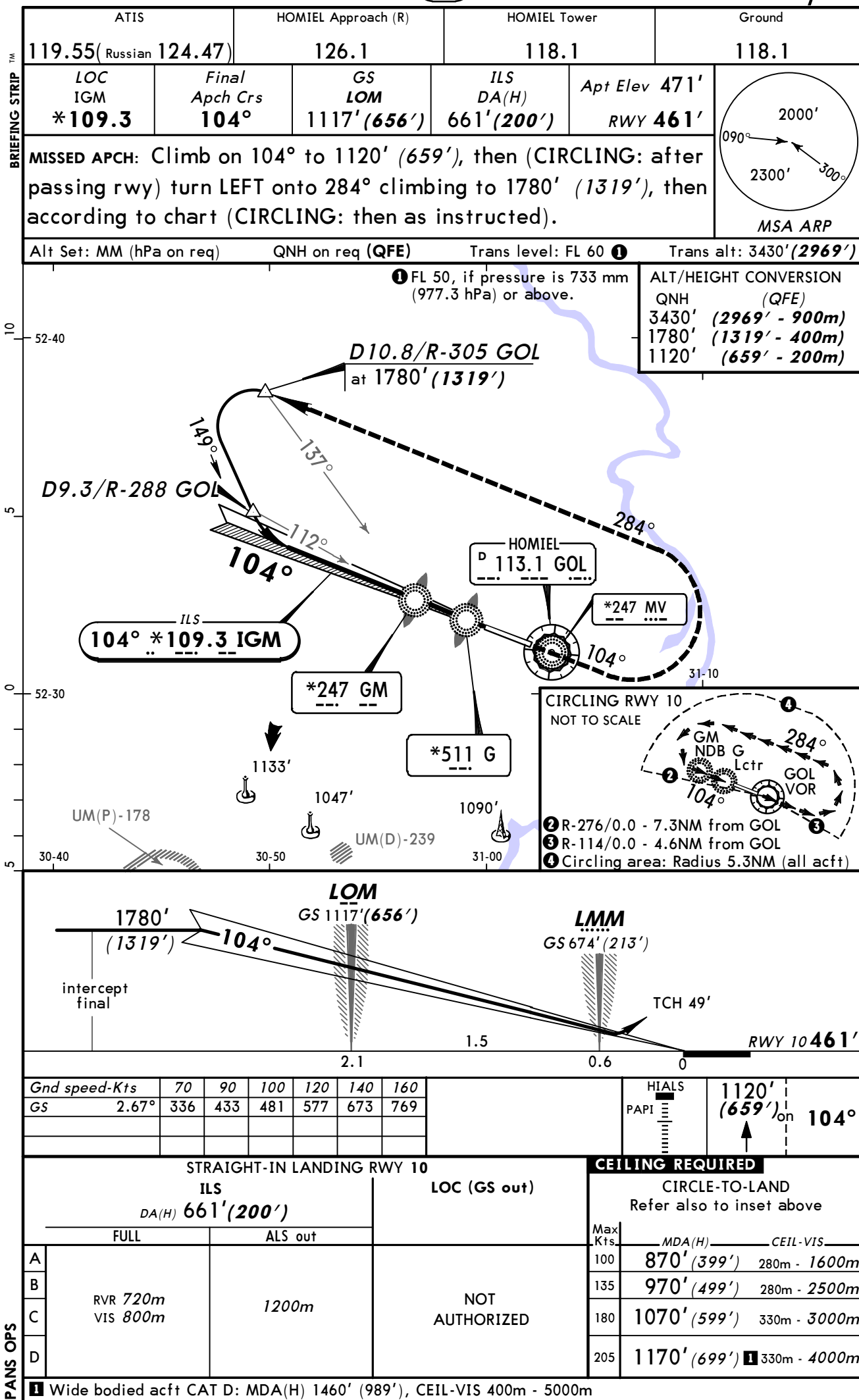
STRAIGHT-IN RWY		A	B	C	D
10	ILS	661' (200')	661' (200')	661' (200')	661' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	790' (329')	790' (329')	790' (329')	790' (329')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
28	ILS	668' (200')	668' (200')	668' (200')	668' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	780' (312')	780' (312')	780' (312')	780' (312')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

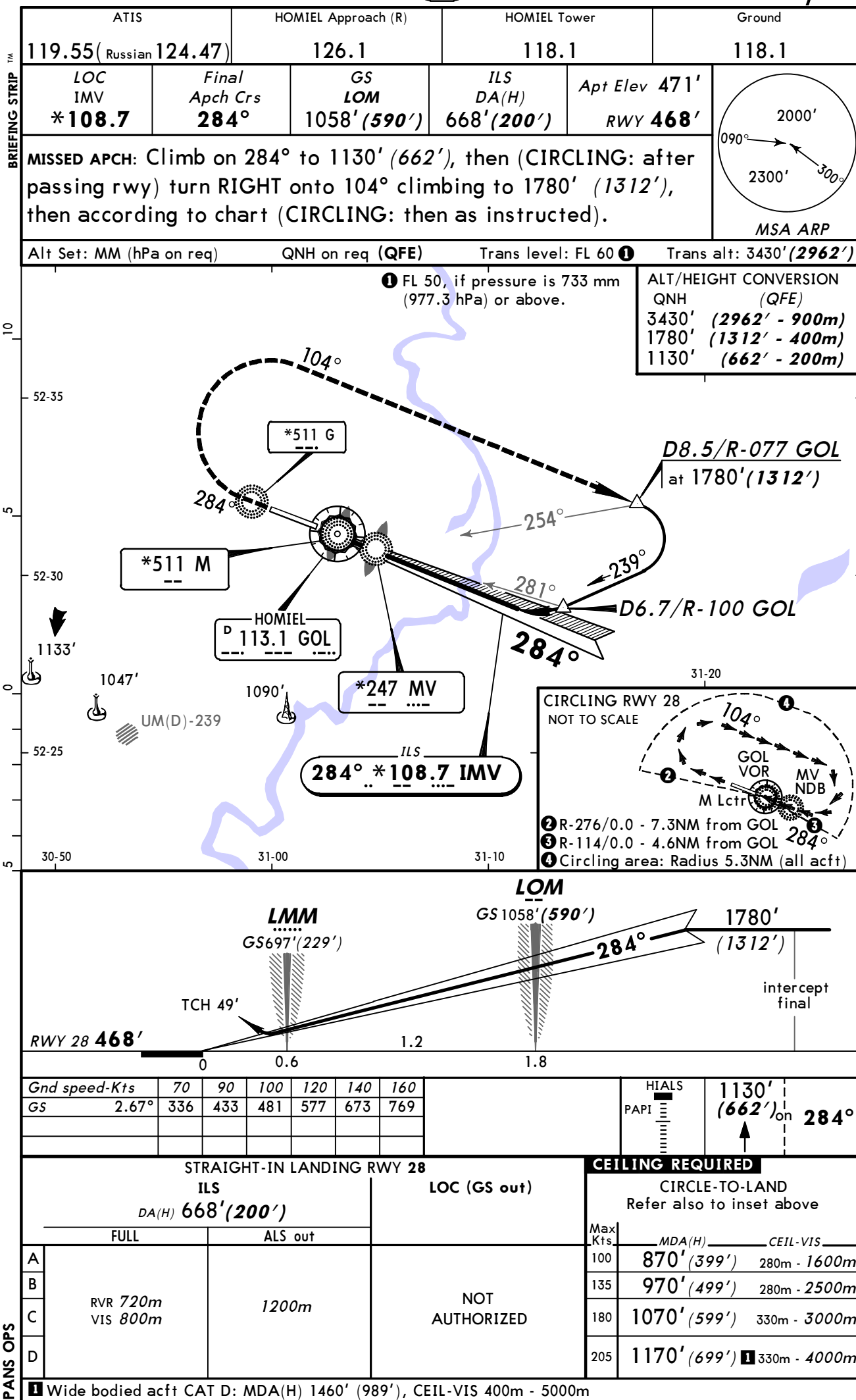
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT ❶
	880' (409')	980' (509')	1080' (609')	1180' (709')
	CEIL 280m V1600m	CEIL 280m V2500m	CEIL 330m V3000m	CEIL 330m V4000m

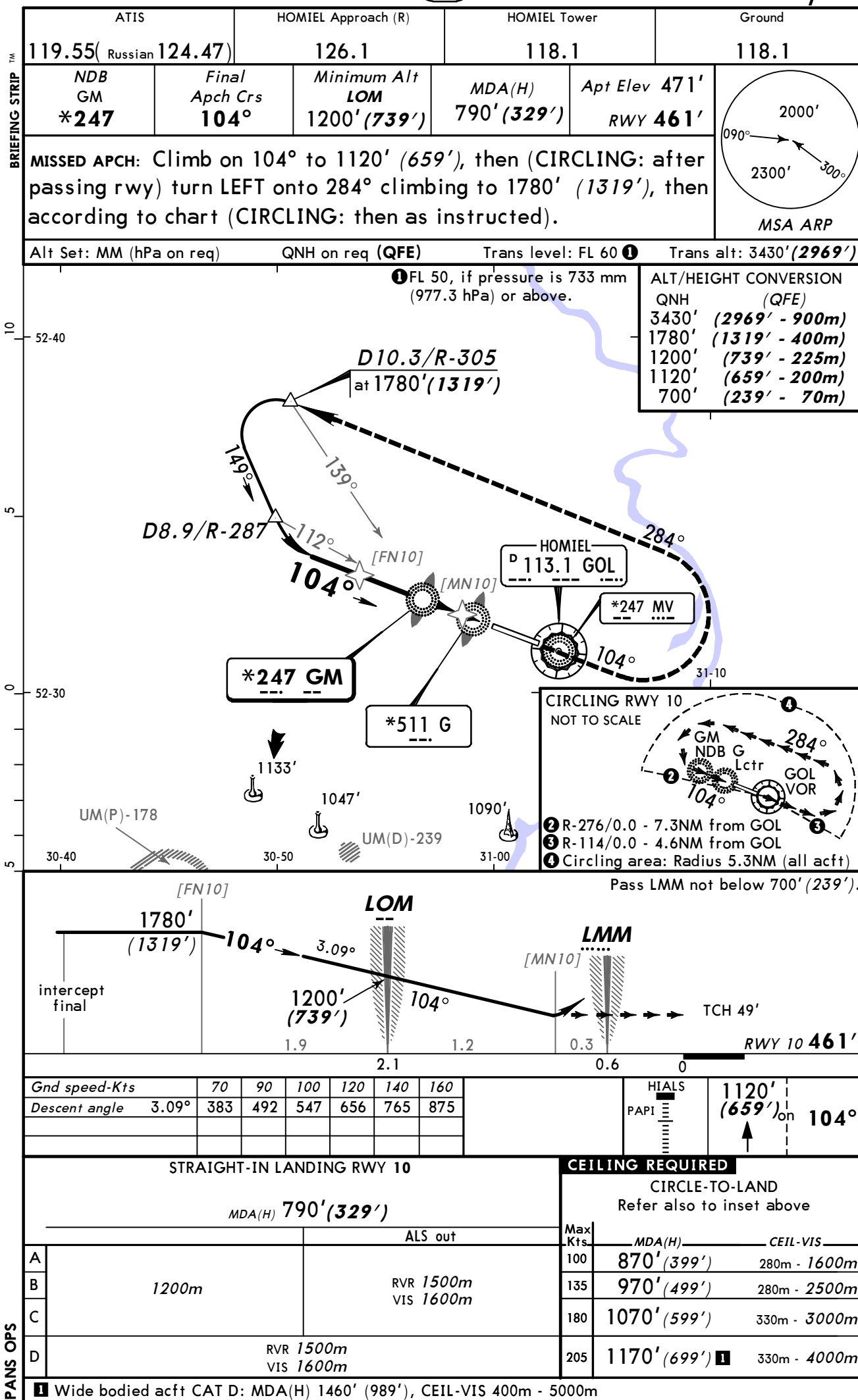
❶ Wide bodied acft CAT D: MDA(H) 1460' (989'), CEIL-VIS 400m - 5000m.

TAKE-OFF RWY 10, 28

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		







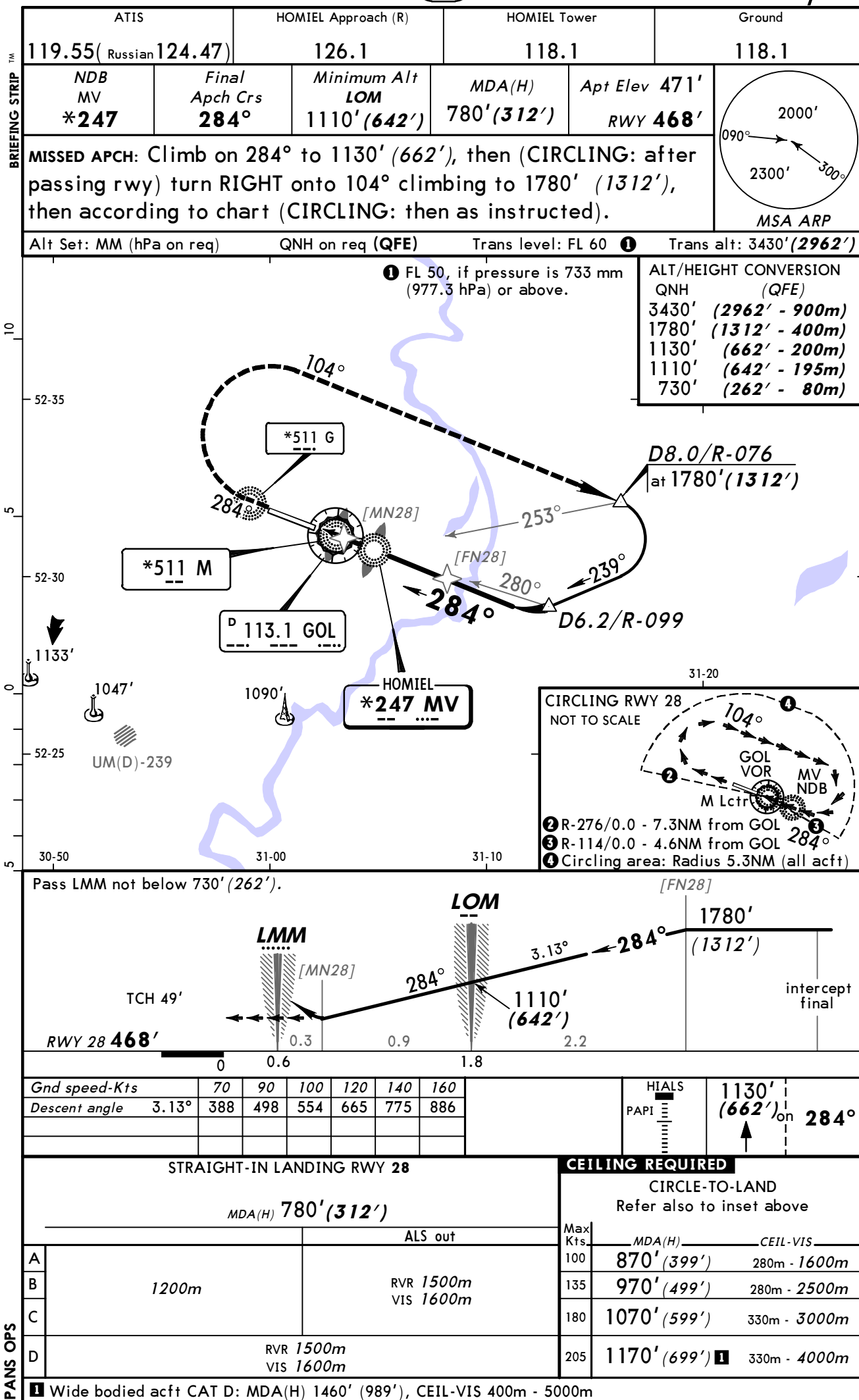


Chart changes since cycle 24-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HOMIEL, (HOMIEL - UMGG)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMGG